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REMARKS and OBSERVATIONS

in a

SURVEY of the CHAGOS ARCHIPELAGO,

by

Lieutenant *Archibald Blair*, 1786 and 1787.

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by

Dalrymple.

1788.

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ADVERTISEMENT.

The *Plates* belonging to THIS TRACT are,

1. Chart of the CHAGOS ARCHIPELAGO with Lieutenant *Blair's* Tracks.

2. Plan of the ISLAND and HARBOUR of CHAGOS or *Diego Garcia*, with *two Views*.

3. Plan of the TWENTY-FOUR ISLANDS, named *Peros Banhos* by Lieutenant *Blair*.

   And of The ELEVEN ISLANDS called by *him* Governor Boddam's Iſlands.

4. Views of the Various Iſlands.

There being *two Charts* on *different Scales*, both by Lieutenant *Blair*, in which the *Iſlands*, named by him *Peros Banhos*, are differently expreſſed, and having in the Chart Pl. 1. followed that on the *ſmall Scale*, I have thought it expedient to publiſh a ſeperate Plan, in Pl. 3, being an Extenſion of Lieutenant *Blair's* Chart on the *larger Scale*. The other Plan, in Plate 3, was taken from a *Particular Plan*, given by Lieutenant *Blair* in a Compartment on His Chart.

It

It may be proper to take Notice, that Lieutenant *Blair* in a letter informs me, in the Survey of the *Harbour* of *Diego-Garcia*, the diſtances of " the principal points were " aſcertained by baſes taken on ſhoar, the angles with " a Sextant, no regard being paid to the Magnet, which " was found to be much affected, at ſeveral parts of the " *Iſland*, particularly where there was *much Coral Rock*, [a] " ſometimes a difference of 3°. The *Meridian* was ſtruck " at *Flag-ſtaff Point* by meaſuring the Angle of ⊙ when " ſetting, from oppoſite Point and applying the Ampli- " tude to it: The Latitude by Obſervations, both on " board at the Mouth of the Harbour, and on ſhoar " by double Altitudes with a Sextant for the back " Obſervation, which never differed more than 1.'

" It poſſibly may appear extraordinary that there are " not more Obſervations of the Eclipſes of Jupiter's " Satellites, but the weather is exceedingly cloudy at " *Diego Garcia*, which frequently diſappointed me."

I doubt not Lieutenant *Blair* will on future occaſions give The Publick Opportunities of acknowledging his Merits.

13th January, 1788. *Dalrymple.*

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[a] Perhaps what is here called *Coral Rock* may be the *Volcanic Matter* generally denominated *Ironbound Coaſt.* D

On

1ſt January, 1788.

ON 7th May 1786, Lieut. *Archibald Blair* was inſtructed, by Capt. *John Conrad Sartorius*, to ſet out next morning on a *Survey* of the *Harbour*, at CHAGOS ISLAND or *Diego Garcia*. The Objects particularly recommended to his Examination: 1ſt, Whether there are any other difficulties, or *dangers*, in entering the *Harbour*, by the principal Entrance, between *White-Beach*, or *Middle*, *Iſland*, and *Red-Beach*, or *Weſt*, *Iſland*, than what were obſerved on the 27th April; when Capt. *Robinſon* entered it with the reſt of the Ships. 2d, Whether the Paſſage, between *Black-Beach*, or *Eaſt Iſland*, and *White-Beach Iſland*, might be attempted by a Ship of any ſize: at the ſame time to make his Obſervations, which would be the beſt ſeaſon for Ships to *come in* and *go out* of the *Harbour*? or whether they can do *this*, during the whole year; with, or without any difficulty; and if with difficulty? wherein that

difficulty eſſentially conſiſted? 3d, To aſcertain the true diſtance reſpectively of the *three Iſlands*, lying in the *Mouth* of the *Harbour*; and then the diſtance of the *two extreme Iſlands* from the *Eaſt* and *Weſt Points* of CHAGOS or *Diego-Garcia*. 4th, *Within* the *Harbour*, to examine particularly ſuch parts of it, where He might think Ships could lye with ſafety; ſuppoſing them not to come up ſo high, as where the Ships then lay, off *Flag-Staff-Point*. 5th, To form as exact a *Draught* of the *Inſide* of the *Harbour*, and its principal parts, as the ſhortneſs of the Time would admit; it being calculated this Time could not be leſs than *ſixteen days*. 6th, For facilitating the *more particular* SURVEY of the ISLAND *afterwards*, He was to leave a diſtinguiſhing mark, on all the *principal Points*, which ſhould terminate his angles, or form Stations, to enable thoſe Points to be found at any future time.

This Introduction was neceſſary to Lieutenant *Blair's*

REMARKS

Remarks and Explanation of the Plan of the Harbour at Chagos Island *or* Diego Garcia.

From abreaſt of *Flag Staff Point* to A, the *Soundings* are regular, and no *Shoals* appeared of either ſide, except *that* bearing Weſt of A, with only *two* or *three feet* on it at *low Water*; from thence, to the Shoar abreaſt, the water ſhoals regularly to 3 fathoms.

From A to B the *Soundings* are rather irregular; I perceived ſeveral *ſhoal ſpots*, both to the Eaſtward and Weſtward, *That*, marked in the Draught with one fathom on it, appeared to be the *ſhoaleſt*.

From B to C the *Soundings* are ſtill more irregular, and many *Shoals*, particularly to the Weſtward. *That*, NW of C, with *two fathoms* on it, is very ſmall and ſteep to; The *other*, bearing ENE, is alſo ſteep to; and there appears to be a *Channel within it*; ſome part of it *is dry* at *low water*, ſpring tides.

From C to D the *Soundings* are regular, and the *Channel* is broad and clear of danger.

From

From D to E the *Channel* is broad, and appears quite clear of Shoals; ſeveral parts of the Land abreaſt are ten Feet perpendicular height, above high water mark; this ſeems to have been occaſioned by a high ſurf, or violent winds, as thoſe parts are entirely ſand, except an appearance of ſoil near the ſurface. I could not find water here after digging a fathom deep.

The tract I have been deſcribing we anchored in *ſand*, our *Soundings* were alſo generally *ſand*, but there is no part of the HARBOUR entirely clear of *coral rocks*, or rather *coral ſtones*, which makes it neceſſary to have always good ground-Service; and no Ship ought to come here without a *chain* to one of her anchors, as it may be neceſſary, in particular circumſtances, to anchor in *rocks*, which would ruin any cable in a very ſhort time. Six or ſeven fathoms of chain bent to the anchor, and the cable to it, would effectually preſerve it from damage; This would not impede the progreſs of heaving up much, nor hurt the hawſe holes, if a hawſer, of the ſame length with the chain, were bent to the anchor, with an eye to the inner end ſtopped to the cable. When the clinch of the cable is hove up to the hawſe, a fore-tackle hooked to the above, would bring the anchor high enough for catting.

From E to F the *Soundings* are not irregular, but large *ſpots* of *coral rocks* make it neceſſary to uſe a chain. One of 5 Fathoms effectually ſecured the *Experiment's* cable while ſhe lay at F.

Examining the *Channel* between *Eaſt Iſland* and *Eaſt Point*, I found the *Soundings* very irregular, and entirely

rocks,

rocks, I endeavoured to ſound on the *ſhoaleſt ſpots*, which are numerous and cloſe together, it is probable there may be *leſs* water, by *two feet*, than I have put down in the Draught, as it is impoſſible to be certain the lead fell on thoſe parts of the *rocks* which were *higheſt*; a high ſwell, freſh winds, an indifferent Boat, and the little time to perform the whole, have put it out of my power to be ſo particular as I could have wiſhed. I can with ſafety ſay that it is *impoſſible* for a Ship of ſize to enter the HARBOUR by *this Channel*; It would be dangerous even for a Sloop of War to attempt. [a]

The *Channel*, between *Eaſt* and *Middle Iſlands*, is narrow, but of a good depth, but it ſeems entirely ſhut up *within*, by *ſhoals*, which extend from the *latter* to the *former*; It may be poſſible for a ſmall Veſſel to go through *this paſſage*; but, on a more minute ſurvey, I dare ſay it will be found impracticable for a Ship of moderate ſize.

The *main Channel*, which is between *Middle* and *Weſt Iſlands*, is broad and clear of every danger, but what may be ſeen from a Ship's maſt head. A ſtranger might come in without danger, in a clear day, keeping a good look out; for the water is ſo clear as to diſcover every danger.

Coming into the HARBOUR during the SE winds, it is proper to keep pretty cloſe to the *Sand*, which extends almoſt a mile weſtward of *Middle Iſland*, by this means a Ship will generally fetch into good anchoring ground (without tacking) which I have expreſſed by the ⊹→ bearing S ½ E of *Weſt Iſland*, but attention will be neceſſary

not

[a] *This*, however, appears to be the *channel* by which *M. La Fontaine* entered the *Harbour* 1770 in the *Vert-galant*, but I do not know the ſize of that *Veſſell*; his *Plan* deſcribes 4½ faths. as the leaſt water he had. *D*

not to ſtand *too far* to the *Weſtward*, to avoid the *Shoals* in the Bight.

This part of the HARBOUR appears to me much the ſafeſt when the North-Weſters blow; and equally ſecure with any other part in the South-Eaſters: Its vicinity to the Sea, and the facility with which Ships may be brought in, or carried out, gives it another grand preference to any other part of this *capacious* HARBOUR, If neceſſary, Ships might be warped within 500 yards of this ſhoar, which may appear another advantage.

I received great aſſiſtance on this ſervice from Lieutenants *Thomas Hardie*, *Drummond* and *Wales*, and Meſſrs. *Roper* and *Haſwell*; I otherwiſe ſhould not have been able to compleat it in double the time.

Arch^d. Blair

Diego Garcia
2d. June 1786.

Of Lieut. *Blair's* Obſervations, concerning the *Harbour* at CHAGOS ISLAND, there is no further Detail ſent to England; we have therefore neither the *Bearings* nor his *ſoundings*; except in the *Plan*, which does not in all circumſtances preciſely agree with the foregoing Remarks.

METEOROLOGICAL

Meteorological Journal at Diego Garcia,

From 7th May to 3d of June, 1786.

Medium Heat in a Tent of two Farenheit-Thermometers.

Day of the Month.	Sunrise.	Noon.	Sunset.	Ten at Night.	Winds.	Weather Remarks.
May 7	78	86	77	81	ESE	Rainy.
8	78	84½	84	81½	SE	Fine Weather.
9	79	85½	84	80½	Dº	Dº Brisk Gales.
10	78	84	82	81	Dº	Dº Dº
11	78	82½	82	81	°	Strong Winds.
12	78	84½	79¼	79	Dº	Dº but cloudy.
13	78	84	82	79½	SbE	Dº Dº
14	77	83½	81	80	SSE	Dº Dº
15	77	85	82	80	Southerly	Dº heavy Showers at times.
16	76	83	81	80	Dº	Dº Showers about Noon.
17	78	83	80	79	ESE	Light Winds, fair.
18	77	84½	79	78	Easterly	Very light Winds and Calm P. M.
19	74	83	79	76	Dº	Calm in the morning. Fair.
20	73	83	83	79	Dº	Very light Winds. Dº
21	78	87	84	80	Dº	Dº . . . Dº
22	78½	87	82	81	ESE	Moderate Breezes. Dº
23	79	85	82	80	SE	Strong Winds, cloudy and rainy.
24	78	84	82	81	SE	Dº Rain in the Evening.
25	79	82	80	80	Southerly	Strong Gales.
26	77	82	79	79½	Dº	Dº Rain in the Evening. Cloudy.
27	79	83½	81	80	Dº	Dº Rain 3 P. M. and cloudy night.
28	79	85	82	81	Dº	Dº but fair, a little cloudy in the Evening.
29	79	84	82	80	SE to SEbS	Cloudy, threatning Weather.
30	79	84	81	80	Southerly	Rain at Noon—hard Squalls.
31	79	85	81	80	SE	Fair—Brisk Gales.
June 1	79	85	80	79	Southerly	Windy and Rainy.
2	78	81	80	79	Variable	Dº Dº clear Night.
3	77	83	80	79		Dº but fair.

Now

Now are to follow Lieutenant Blair's

REMARKS relating to an Examination of the *Outward Coaſt*
of
CHAGOS ISLAND *or* DIEGO GARCIA,
With ſome Obſervations on the Winds, Weather, and Currents.

After finiſhing the *Survey* of the HARBOUR, and ſome neceſſary Repairs which the Veſſel wanted,

I ſailed from *Flag Staff Point*, July 3d. 1786, with the *Experiment* and *Viper*, to examine the *Outward Coaſt* of the ISLAND, agreeable to an Order of the Chief and Council.

About 9 AM, when both Veſſels were *without* the HARBOUR, I ſtood by the Wind to NE, in order to examine the *Weather-Coaſt* firſt, as well as to prevent any bad effects from a Leeward-Current. I found a very high Sea without.

At 10 AM the Weather ſuddenly changed, with a hard ſquall from the SE, attended with rain, and ſo very hazey that I could not ſee the Land; when it ſubſided a little, I made the Signal and wore, when I found both Veſſels had gained conſiderably, which appeared a Proof that there was *little* or *no Current*; as the Weather, at this time, wore a very threatening aſpect, I thought it moſt prudent, and conſiſtent with my Orders, to return *into* the HARBOUR, until a favorable Change ſhould take place. The Neceſſity of this Meaſure was more urgent, as the *Experiment* had not a ſpare *Main-Sail* to bend, and the only *one*, ſplit in the above ſquall.

From

From this time to the 12th I was buſy making a ſpare *Main-Sail*, the Wind was conſtantly from the SE Quarter, with ſome Intervals of good Weather, and ſome Days ſqually and rain.

From the 13th to the 16th the Weather was tempeſtuous, with frequent hard Squalls from SSE, and much Rain.

At 8 AM the 18th the Weather having a ſettled Appearance, I again Sailed for the ſame Purpoſe; I found the SE Swell very high, but the Wind was moderate, though ſufficiently ſtrong for working, but the *NW Current* was ſo *exceſſively ſtrong*; that it was with difficulty I could reach *anchoring Ground* that Night.

The 19th Squally rainy Weather again deterred me from trying the Strength of the Current, which I had been reſolved to do with Caution. The threatening appearance of the Weather, and the Improbability of being able to accompliſh the Service at this Seaſon, reſolved me to return and acquaint the Chief therewith.

To the end of July we had a continuation of Squally rainy Weather, ſometimes blowing a hard Gale from the SE.

The Month of Auguſt had but few ſhort Intervals of good Weather, generally freſh Gales from the SE, with cloudy rainy Weather.

A French Brig arrived the 9th from the *Mauritius*; the Commander informed me he had had very tempeſ-

tuous Weather, and had been ſet 5° by a *Weſterly Current*.

The *Scorpion*, Capt. *John Thiſtleton* who arrived the 22d, alſo was ſet by a *Weſterly Current*.

The *Atlas*, which was wrecked here,[a] ſuffered that Misfortune, by being 5° to *Weſtward* of their Reckoning, at the time they ſtruck.

From the Experience I have had, and from all the Information I have been able to collect, the *NW Currents* are *conſtant*, from the *Middle* of *May*, when the *SE Winds begin to have force*, until *November*, when their *Force abates*. The *Current* then becomes, like the Wind, *Variable*, and, *ſometimes* ſetting *Eaſterly*.

From the 1ſt to the 12th September the Weather was very cloudy, with exceſſive heavy rain, and frequent very hard Squalls from SSE: The Wind generally at SE, ſometimes varying as far as E and S. The middle of the Month the Wind was more moderate, generally from the ſame Quarter, varying as far as SSW and E.

The 26th, 27th and 28th, there were very hard Squalls from S, with heavy rains.

The 29th and 30th variable light Wind from SE to NE, with ſlight Squalls and drizzling Rain.

From the Beginning to the 20th October, the prevailing Winds were ſteady from SEbE, the Weather cloudy, with frequent Squalls and Rain.

Sailed

[a] This happened on or about the 30th May 1786. A

Sailed the 9th, with the *Viper*, conformable to an Order, from the Reſident, of the ſame Import as my former one, to *examine* the *Outward Coaſt*, but after beating 24 hours, againſt a *Current* of *one Knot* ℔ hour ſetting WbN½N, without gaining an Inch of Ground; and the Wind and Sea increaſing, the 9th obliged me again to put back *into* the HARBOUR.

October 21ſt The Wind veered to the S and SW.

23d When I ſailed with the *Viper* and *Experiment*, with a diſcretionary Order, from the Reſident, to purſue the former Plan, if practicable; or to proceed on a more *diſtant Survey*.

At 4^h PM ranging cloſe along *Middle* and *Eaſt Iſlands*.

At 4^h 30^m hauled our Wind to SE

At Sunſet *Eaſt Iſland* and *Eaſt Point* in one, N 61° W
South Extreme of DIEGO GARCIA S 25. E. no Ground 35 fath^{ms}

Stood on to SE during the Night, ſounding every half hour, a very light Breeze.

The 24th,

At Sunriſe The *Extremes* of the ISLAND *from* N 67° 15′ W
to S 37·15 W
off ſhoar about 4 miles,

light Airs, pretty ſteady, from SW; AM a *Northerly Current* of 1 *Knot* ℔ hour.

At Noon The Extremes of the ISLAND *from* S 59° W
to N 57·30′ W off ſhoar 7 or 8 miles,
no Ground 100 fathoms.

PM

PM working to Eaſtward in order to approach the ſhoar.

At Sunſet The Extremes of the ISLAND *from* S 57° W
to N 45·15′ W off ſhoar 4 or 5 miles,.
no Ground 45 fathoms.

Working to Southward during the Night.

The 25th,

At Sunriſe The Extremes of the ISLAND *from* S 58° W
to N 48. W diſt. 3 or 4 miles
no Ground 45 fathoms.

AM Working to Southward againſt a *Northerly Current* of 1 *Knot* ℔ hour.

At Noon The Extremes of the ISLAND *from* W49° N
to S 57. W off ſhoar about 6 miles.

Ordered Lieut. *Ralph* to examine along the *Eaſt Coaſt* of the ISLAND, as near as he could with ſafety, and to lye at the *Entrance* of the HARBOUR, to join the *Viper*.

PM Working round the *Southern Extreme* of DIEGO GARCIA, ſtanding in very cloſe without getting Ground with 40 fathoms.

At Sunſet The Extremes of the LAND *from* N 31° 30′ E
to S 68·30 W off ſhoar about 1½ mile.

Working to the SW in the Night, and ſounding every half hour.

October 26th,

At Sunriſe the Extremes of the ISLAND bore *from* N 29° E
to N 21. E diſtant about 4 leag^s.

a *Weſterly Current*, during the Night, of 1 *Knot* ℔ hour.

AM

AM Examining the *Weſtern Coaſt* of the ISLAND, by traverſing down, which will appear in the *Draught*: I generally ſtood within half a Cables length of the *Surf*, and had no Ground, except in *one Place*, 46 Fathoms *Coral*, about a Cables Length from the *Breakers*, and about 3 Miles to the SE of *Weſt Point*; I ſounded again immediately, but could get no Ground.

The *Track* of the *Experiment* I have laid down from Lieut. *Ralph's* Report, where he had *ſoundings*, 12 fathoms *coral*, he judged himſelf to be a quarter of a mile diſtant from the *Breakers*. Caſting an Eye upon the *Draught*, obſerving the Track, and recollecting that a conſtant good look out was kept, from the Maſt head in the Day, and the *Deep-ſea Lead* going every half hour, both Night and Day, I think it may be admitted that there are *no dangers*, which we could have paſſed, without either *ſeeing*, or *ſounding* on them; I conſequently conclude there are *none*, immediately connected with the *Iſland*, if any are diſcovered, at a diſtance, they ſhall appear in a more *General Draught*; It may alſo be concluded, that no Veſſel can ⊦→ on the *outward Coaſt* of DIEGO GARCIA, except oppoſite to the HARBOUR; and even *there*, too cloſe to the Shoar to juſtify ſuch a meaſure, unleſs urged by neceſſity; for, though it is perfectly ſafe while the Wind remains at SE, having experienced Inſtances of it veering as far as NW, during the SE Monſoon, the Danger certainly exiſts, and ought to be avoided.

Making this ISLAND, in the Months of July, Auguſt, and September, the greateſt Vigilance is required, as the

SE Winds blow very ſtrong, with hard Squalls, much rain and heavy cloudy Weather. I would recommend to keep in the Parallel of 7°. 18′ South, to make the ISLAND, and to make an Allowance for a *NW Current*, which probably may ſet on an average 16 Miles ℔ Day, and if tolerable Obſervations are made, there will be no fear of miſſing IT, in the moſt hazey Weather; nor do I think there is danger in running, during the day, even in thick Weather, as the ſhoar is ſo bold; Great Caution would be requiſite in the night, particularly if near the ISLAND, to have the Veſſel under ſuch a Sail, that ſhe might be hauled by the Wind inſtantly to SW [a] on ſeeing the Land, when it would be requiſite to ply to Windward till the Morning, to avoid falling to Leeward by the Current, and at daylight to ſtand boldly in, bordering cloſe to *Eaſt* and *Middle Iſlands*, and rounding the *Spit*, that extends about a *Mile* to the *Weſtward* of the *latter*, as cloſe as conſiſtent with ſafety, to fetch the higher up the HARBOUR. An Officer at the Maſthead to look out, is preferable to any Directions that can be given. Working up, Care muſt be taken, *not* to ſtand *further* to *Weſtward*, than to bring *Weſt Iſland* North, to avoid the *Shoals* in the *Bight*; nor too much to *Eaſtward*, to avoid *thoſe* extending to *Southward* [b] of *Middle Iſland*. The *Weſt Side* of the *Bay* is beſt for ⊕, unleſs a Ship can fetch ſo high as to make the *Eaſt Side* a *Weather Shoar*. Next to *Lunar Obſervations*, The *Variation* is the beſt Guide for correcting the Reckoning in this Run; At preſent the *Variation* is 2°. Weſt, and *decreaſes* about 1°. for 3°. of *Longitude* to *Eaſtward*.

ARCHIBALD BLAIR.

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[a] SW So in the *Original*, but SW is towards the *Shoar*, and therefore NE is the proper board to haul upon, with a SE wind, on making the *land* in the Night, but not to ſtand far off on that Tack. *A*

[b] *Northward*, in the Original, but obviouſly a miſtake. *A*

Next

Next to follow are Lieutenant *Blair's*

Remarks relating to a *Survey* of the Chagos Archipelago.

November 8th 1786, having filled our Water, and received a ſupply of proviſions, weighed and ſtood down the Harbour of Diego Garcia to proceed on a *Survey* of the *Adjacent Iſlands*; a hard ſquall obliged me to ⊕ amongſt the *Shoals*; when it ſubſided, I ſtood below them, and ⊕; as I wiſhed to aſcertain, with as much preciſion as poſſible, the relative ſituation of the Six Islands from Diego Garcia.

I deferred ſailing untill the 9th At 2 in the Morning, that I might ſee Diego Garcia at Sunriſe, when I ſhould be able to judge of the Effects of the *Current*, and have daylight to fetch the Six Islands.

The Wind was ſteady from NE to E, a moderate breeze, and as I ſaw Diego Garcia until $6^h.\ 30^m.$ AM, when I was very particular in ſetting It; which convinced me there was *little* or *no Current*, and made the Six Islands at $2^h.\ 15^m.$ PM, when Those were alſo ſet, their ſituation muſt be very perfect, when corrected by good Meridian Obſervations; As the Error, if any, muſt lay in the intermediate diſtance, which was run from ſeeing the former until I made the latter.

As

As it appeared to me the moſt material object to aſcertain the ſituation of all the *Iſlands* firſt, I purpoſely avoided the *Shoals*, for future examination.

THE SIX ISLANDS are all very *low*, covered with wood, *three* only abound with *Coconut Trees*, they are connected by *Shoals*, which appear fordable, *four* extend in a direction to WNW the *other two* tend to NE; *Reefs* with *Breakers*, connected with the *two extreme Iſlands*, form an appearance of a *ſmall harbour*, on the NE ſide of them; I examined *it*, and found it *difficult of acceſs*, and *dangerous within*, from the *number* and *cloſeneſs* of the *Shoals*.

The ISLANDS bear N 55° W of DIEGO GARCIA, diſtant 68 Miles. There is no ſafe Anchorage near them, the *Soundings* extending *ſo little without* the *Breakers*; to SW a ſmall *Coral Bank* extends about half a mile off.

November 12th at Sunſet

The Extremes of the SIX ISLANDS bore *from* S 43° 30′ W
to S 6. E
When I alſo ſaw *Danger Iſland* bearing N 31. W diſt. about 5 leagues.

At 8 ⊕ on a *Bank* in 30 fathoms, in order to aſcertain the ſituation of *it*, in the Morning; but

At 9 was driven off by a Squall, and it was with difficulty the ⊕ was recovered.

At dawn of day ſaw *Breakers* bearing NE, diſtant about ½ Mile, which I found at daylight to extend from

from *Danger Iſland*, which is 16 miles diſtant from the *Six Iſlands* bearing NNW, *It* is covered with thick Wood, and a few *Coconut Trees* near the Centre; when abreaſt of this *laſt*, ſaw *Eagle Iſlands* which bear from it N 25° E,[a] diſtant 11 miles, The *Southernmoſt* is an inconſiderable *Spot*, covered with *Jungle*; The *other* is two miles in extent, covered with *Coconut Trees*, and others common to theſe Iſlands, no *Soundings*, except very cloſe in, on the *Weſt Side*, but to *Eaſtward*, where I ſent Lieutenant *Ralph* to examine, he had 9 or 10 fathoms, a mile to *Eaſtward* of the *ſmall Iſland*, where he ſaw a Ships Buoy riding; a ſtrong *Eaſterly Current* prevented him from executing all I intended.

From *Eagle Iſland* ſaw The *Three Brothers* bearing N 77° E diſtant 13 miles. They are ſmall, *two* abounding with *Coconut Trees*, and are connected by *Shoals*, and a *Fourth Island*, which cannot be ſeen unleſs very cloſe in, having but ſmall Buſhes on it.

November 15th, ſtretching to *Northward*[b] to make *Peros Banhos*. At 7ʰ 30ᵐ PM ſounded on a *Coral Bank* 5½ fathoms; immediately tacked and ordered the *Experiment* to ſtand on, and ſound.

At 8 PM had 35 fathoms, then no Ground 110. At 8ʰ 30ᵐ made the Signal to ſpeak with the *Experiment*, Lieutenant *Ralph* informed me, he had ſtood acroſs the *Bank* into 45 fathoms.

November

[a] N 25° W in MS but the Chart ſhews it ſhould be N 25° E. *D*

[b] Original *Southward*, obviouſly a miſtake. *D*

November 16th at 5^h 30^m *The Brothers* S 12° 30′ E diſtant about 2 Leagues, tacked to ſtand for *Peros Banhos*; a light Air from SE by E.

At 11^h 30^m AM *The Brothers* S 18° W, the ſame *Shoal* we ſounded on laſt night ENE, diſtant about $\frac{1}{4}$ mile, Lat. Obſerved 5° 55′ S.

At 2^h 30^m ſounded *Ground* 33 fathoms *Coral*, and ſhoaled gradually to 5 fathoms, which Depth we had for one Mile; deepen'd to 20 *Sand*, and ſhoaled again to $5\frac{1}{2}$, which we had for $\frac{1}{2}$ a mile, then deepened to 55 and next Caſt, no Ground 70 fathoms. All thoſe *Banks* are extremely ſteep on the Edges, and a flat on the *ſhoaleſt part*; when croſſing this *Bank* it extended NWbW and SEbE, I could ſee *it*, *diſtinctly*, for ſeveral miles of either ſide.

At Sunriſe the 10th made *Peros Banhos* bearing NNE about 5 Leagues. I am well ſatisfied that the *Survey*, from DIEGO GARCIA to the above *Shoal*, is ſufficiently correct; but there is a probability of an Error of 4 or 5 miles in the diſtance between *it* and *Peros Banhos*; as the Wind was very baffling, from the time the *Viper* quitted the *Shoal* until daylight, when *Peros Banhos* was firſt ſeen, bearing NNE, diſtant 5 leagues.

At Noon The Extreme of *Peros Banhos from* N 42° W
to N 12. 30′ E
A ſmall Iſland which appeared detached . N 42. E
diſtant from the neareſt Iſland about 3 miles.

PM Surveying the SW *Chain* of *Iſlands*, of *Peros Banhos*, by running *baſes* with the Veſſel, the Angles were

were obtained by ſetting *one Extreme* very correctly by an Azimuth Compaſs. Thoſe ſubtending the Iſlands were taken with an improved *Sextant* for the *back Obſervations*, counting from the *Extreme* which was ſet by the Compaſs; A ſecond or third Baſe, I made uſe of, to prove or correct the Work, and this has been my invariable method where a *Baſe* on *Shoar* could not be had; the long diſtances between the *Iſlands* were aſcertained, generally, by their *Bearings* from *each other*, corrected by the Latitude.

At 8 PM hove to, abreaſt of a *Channel*, which appears navigable.

November 17th, from daylight to 9 AM examining the above *Channel*, *leaſt water*, ſtanding through it, 13 fathoms *within*, the reſt of the day ſurveying the NW *Chain*, which extends, about 7 miles NbW, and then trends to NE for 3 miles (when there is a *Channel)* it conſiſts of 7 *Iſlands* and *ſeveral dry ſands*, connected by very *ſhoal water*, and bears the appearance of becoming one Iſland.

November 18th, Surveying the *Northern Chain*, it conſiſts of 8 *Iſlands* and ſeveral *dry Sands* and *Rocks*; either ſide of the 7th *Iſland* is a *Navigable Channel*, *That* to the *Eaſt* I examined, 10 fathoms was the leaſt Water, but *within*, where I expected to have found good ⚓, it was full of *dangerous Shoals*; From the 8th *Iſland*, which forms the NE Angle, ſeveral *dry ſands* and *Breakers* extend South [a] 4 miles, where there appears to be a *Channel*, between the *above* and an *Iſland* to Southward, That which I called *Detached Iſland*, is two miles South of

[a] North in the MS, *A*

of *It*, and ſeems to be connected by very ſhoal water, I looked out in vain for *Les Iſles Bourdé* and *Solimin*; where they are laid down in a French Chart.

At Sunſet landed on the *Iſland* next to *That* which forms the NE Angle, and obſerved an *Eclipſe of Jupiter's* 2d *Satellite*, which made 72° 03′. 30″. Eaſt.

November 20th. Working towards a *Cluſter* of *Iſlands* to Eaſtward, which I ſet from the NE Iſlands of *Peros Banhos*; from *which* the *Center* of the *Cluſter* bore E 18° S, [a] diſtant 17 miles.

AM working round the *Southern* Side of the *Iſlands*, where they are joined by *rocks* and *ſands* with *Breakers* on them.

10th and 11th, ſtanding round the *Eaſt ſide*, where they are alſo joined; to NW found a *Channel*, and *within*, there was an appearance of a *good Harbour*; hoiſted out the Boat, and ſent her ahead to ſound.

At 11^{h} 30^{m} ſtood over the *Bar*, which lyes acroſs the *Entrance*, the leaſt water we had was 3 fathoms: *when over*, regular ſoundings, from 10 to 18 fathoms, *Coral* and *ſome ſpots of ſand*. Working up, paſſed ſeveral *ſhoals*, on which there ſeemed to be but *little water*.

At 1^{h} 30^{m} PM ⊕ with the ſtream in 13 fathoms *ſandy clay*, near the *SE Iſland*. The Entrance bearing NNW, diſtant about 2 miles.

It

[a] W 18° S, in the *Original*, obviouſly for E 18° S. D

It is probable This *Cluſter* of *Iſlands* are what have been called by different Ships which have made them, *Les Iſles Bourdé* and *Les Iſles Solimin*; [a] and it is evident they are the *ſame* Iſlands which Capt. Neal made in the [b] *Succeſs Grab.* The innumerable *Cluſter* he mentions to have ſeen to *Weſtward* [c] muſt have been *Peros Banhos:* he ſays the *Harbour* is open to SW winds, but this appears to have been a miſtake; for by his *Bearings* at Noon, when he diſpatched his Boat to ſound The *Harbour*, he was within half a mile of the *North ſide* of the *Cluſter*; and as ſhe returned at *one*, it was impoſſible ſhe could have gone *round* to the SW, and *ſounded* the *Harbour* in ſo ſhort a ſpace as *one hour*; he muſt have meant NW, as the *Entrance* is in that quarter.

From November 21ſt to 25th we were employed wooding and watering; The *Well* was dug 5 feet deep, about 30 fathoms from high water mark, and in a *Copſe* of *Caconut Trees*, on *SE Iſland*; the *water* was perfectly clear, well taſted, and in abundance; we caught 20 *Turtle*, 2 *large Seals*, and *Fiſh* enough, both for preſent Conſumption, and ſalting; but they are not ſo plenty as at *Diego Garcia*; probably from the *number* of *Seals.*

The 25th ſent the Detachment on Shoar, hoiſted the *Engliſh Flag*, and ſaluted it with 3 vollies of Muſquetry, on

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[a] This is a miſtake, The *Bourdé Iſlands* are obviouſly what Lieut. *Blair* names *Peros Banhos*: The *Salomon Iſlands* were ſeen in the ſame Veſſel and are undoubtedly *theſe.* D

[b] It was the *Swift* not the *Succeſs.* D

[c] *Eaſtward* in the *Original*, obviouſly a miſtake. D

on taking poſſeſſion of this *Cluſter*, by the name of *Governor Boddam's Iſlands.* [a]

If a Judgement my be formed from the Soil and productions, *Theſe* may be ſuppoſed much older than any we have viſited; The Soil is tolerable, and much deeper than at *Diego Garcia*, or *Peros Banhos*, conſequently the *trees* take much deeper root, and grow to a greater ſize: one ſort, peculiar to theſe Iſlands, which appears to be very good timber, grows the *height* of 130 feet; many very *ſtraight*; ſome *four feet diameter*, and 40 feet from the Ground to the Branches; the *young timber* is *white*, but the *old decayed trees* are of a *deep Chocolate Colour*; and the timber perfectly ſound; The *Harbour* is very ſecure, but the *Bar* at the *Entrance*, on which there is not more than 4 fathoms at *high water*, Spring Tides, makes it impoſſible for large Ships to enter; there are a number of *ſhoals within*, which may be eaſily avoided, by keeping a good look out, from the maſthead, as the clearneſs of the water makes them eaſily diſtinguiſhed: I did not ſee one *rat* on any of the *Iſlands*; with which vermin Theſe in the neighbourhood are much infeſted, nor do I recollect to have ſeen *Inſects*, or *Reptiles*, of any kind. Beſides the *ſea fowl* common to the adjacent Iſlands, there is *one ſort*, which ſeems peculiar to this *Cluſter*. They *burrow* in the *Ground*, and make a noiſe more diſagreeable than a *Jackall*; *Curlew*, and *ſmall Plover*, are in great abundance, of the *latter* we ſhot a great number which were very good.

The

[a] I have appropriated this name to the *Harbour* and not to the *Iſlands*. D

The Productions which might turn to Account are, The *Timber*, which I have mentioned, *Coconuts* and *Tortoiſe ſhell*; of the *laſt*, but a ſmall quantity could be procured.

At 10 A M Sailed out of The *Harbour*, with the Intention, of proving whether *Ady* and *Candy* do *exiſt* where they are laid down in the Charts; and to return by way of *Speakers Bank*, *Vipers Bank*, and the *ſhoals* between the SIX ISLANDS and DIEGO GARCIA.

At Noon being without *The Harbour*, hauled by the Wind to NE.

At 4 P M Diſcovered from the Maſthead *Three Sandy Iſlands*, where I expected to have ſeen *Breakers*.

At Sunſet *They* bore . . SSE diſtant about 3 Leagues, when Governor Boddam's Illands bore SW¼W diſtant 6 leagues.

November 26th, At daylight, not being in ſight of the *Sandy Iſlands*, which I expected, ſtood to Southward, in order to make them, and examine them more particularly; but light unſteady winds, and an Eaſterly Current, fruſtrated my intention.

November 27th, Light Airs, variable from S to SSE, ſtanding to Eaſtward, the Current generally ſetting Eaſterly; Lat. O 4° 59′ S, Long. from *Diego Garcia*, 0° 39′ Eaſt.

November 28th, Light Airs, variable from SEbS to EbS, working to Eaſtward; At Noon Lat. O. 5° 5′ S, Long. from *Diego Garcia*, 0° 43′ E.

November 29th, Light Airs, varying from EbS to S, and latterly to W, Current ſetting WNW; working Eaſtward; at Noon Lat. O. 5° 5′ S, Long. 0° 46′ Eaſt.

November 30th, A moderate breeze, generally from NW, ſtanding Eaſterward; Lat. O. 5° 31′ S, Long. from *Diego Garcia* 2° 02′ E, Variation A. M. 1° 24′ W.

December 1ſt, Light Breezes, generally from SE, with ſlight Squalls and rain, and calm intervals, with a confuſed Swell; At Noon Lat. O. 5° 23′ S, Long. from *Diego Garcia*, 2° 28′ E. At 7 PM ♆ Medium of three Obſervations of the ☽ and ✳ Aldebaran, and 3 of the ☽ and ✳ ∝Aquilæ 74° 54′ E, Variation PM 0° 42′ W.

December 2d, Moderate Breezes in the day from the SE quarter, Variable and ſqually in the night, with a confuſed Swell; *very few birds* about the Veſſel. P M Variation 0° 28′ W. At 8 D° ♆ Medium of Six good Obſervations, Three of the ☽ and ✳ ∝Pegaſi, and Three of the ☾ and ✳ Aldebaran 76° 29′ Eaſt: as it was very clear, and the Inſtrument well adjuſted, I think this may be depended on.

December 3d, At 1 A M by reckoning, *Ady* bore E diſt. 8 miles; but, correcting from the Obſervations of yeſterday, we were 6 Leagues to Eaſtward of it: The Variation alſo ſerves to corroborate theſe proofs, and induce me to abide by my former Opinion, that *Governor Boddam's Iſlands*, are, what have been called *Ady*.[a] As the wind at this time veered to Eaſtward, I tacked, and ſtood to Southward, in order to run down part of our Weſting

[a] This is a matter not yet poſitively decided, for the *Favori* ſaw another *Iſland* to the SSE, and there is *no ſuch Iſland*, Yet found, to the SSE of the *Eleven Iſlands*. A

Weſting in the Parallel of *Candy*. At Noon Lat. by an indifferent Obſervation 5° 50′ S, when *Candy* bore, by reckoning, EbS, diſt. 5 Leagues: Correcting from the Obſervation of the 3d, we were 5 Leagues Eaſtward of *It*, kept nearly in the Parallel of 5° 50′ S until the 4th at Noon, when we had made 79′ miles Weſting.

December 5th, Baffling winds, with ſqually weather and heavy rains, no Obſervation, Lat. ☿ Account 5° 19′ S, Long. from *Diego Garcia*, 1° 28′ Eaſt.

December 6th, Generally light winds from NW and ſqually, with calm Intervals, found a Current ſetting ESE 4 fathoms ☿ hour. P M Squally with a confuſed Swell; Current E, 1 Knot ☿ hour. At Noon Lat. ☿ an indifferent Obſervation 6° 19′ S. Lat. ☿ Account 5° 38′ S, Long. from *Diego Garcia*, 1° 08′ E. At 10 P M ☿ Jupiter's Meridian Altitude, Lat. 6° 30′ S. On which I have more dependance than the Meridian Obſervation of the ☉.

December 7th, Wind between NNE and NW, with thick cloudy ſqually weather, and a confuſed ſwell, which is tearing the ſails and rigging to pieces.

The wind being generally at NW, and the Current ſetting Eaſterly, make it impoſſible to *Survey* the *Speaker's Bank*, &c. which was my Intention; but in ſuch ſqually bad weather, when tolerable Obſervations could not be expected, an attempt would not only be fruitleſs, but attended with Danger; Thus circumſtanced, I reſolved to make for *Diego Garcia*; the *Experiment* having carried

away a Main Boom, it becomes requiſite to have her generally in Tow, which is an additional motive for returning. At Noon Lat. O, 6° 20′ S, Long. from *Diego Garcia* 0° 59′ E.

December 8th, Wind generally from NW, with dark cloudy weather, frequent ſqualls, and a confuſed Sea, ſome very hard Squalls in the Night. At 2 A M bore away to avoid the Danger of falling in with a *Shoal* which is to *Northward* of *Diego Garcia*, being near it by Dead reckoning, though 48 Miles to Eaſtward, correcting from the Lunar Obſervation the 3d. In the Night the *Experiment* carried away her only Main-Boom, which will oblige me to keep her conſtantly in tow. Lat. O. 7° 10′ S, Long. 0° 5′ E.

December 9th, Wind generally from NWbW, ſometimes varying to W, with frequent Squalls and Rain, the Weather dark and cloudy throughout, working to windward. At $3^h\ 45^m$ A M Lat. O. ♅ ☾ Meridian Altitude, 7° 26′ S. At 30^m paſt Noon, Lat. ♅ double Altitude of ☉ 7° 42′ S; Corrected the Long. ♅ Obſervation of December 3d, which makes 0° 1′ Eaſt of *Diego Garcia* At Noon; though I conceived we were 15 or 20 leagues further to Eaſtward, by Currents, which I have obſerved generally to take the ſame Direction with the Wind, when it has remained ſteady for any time.

December 10th, generally freſh Gales from NW, with frequent hard Squalls and Rain. At $4^h\ 15^m$ A M Lat. ♅ ☽ Meridian Altitude 7° 56′ S. A M a *great number*

of

of Birds about, which make me imagine we are not far from *Diego Garcia*, Lat. at Noon 7° 47′ S, Long. from Diego Garcia 0° 36′ W.

December 11th, Wind from N to NW, and cloudy ſqually weather, by which the Sails and Rigging have ſuffered much. A M Variation ♈ Amplitude 2° 01′ W. At Noon no Obſervation, Lat. A. 7° 27′ S, Long. from *Diego Garcia* 0° 29′ W.

December 12th. The firſt part a moderate Breeze from NW; The middle and latter light Airs and variable. At $5^h\ 1^m\ 40^s$ A M ♈ Medium of three Obſervations of the ☽ and ✶ Regulus, and three of ☽ and ✶ Spica 72° 52′ 30″ E. At Sun Riſe *Diego Garcia* bore WSW, diſt. about 5 leagues. A M working towards the HARBOUR. At 3 P M ⊕ abreaſt of *Flag-ſtaff Point*. It appears by the Correction of the 9th and the Longitude made working to the *Iſlands*, that we have *been ſet* 108 miles to *Eaſtward*, ſince quitting *Governor Boddam's Iſlands*, *excluſive* of what has been *allowed* for *Currents*.

December 14th, light Breezes, variable from S to NE, with flying ſqualls and rain; Employed repairing the Sails and Rigging, collecting Fire-wood and filling our Water.

December 15th and 16th, light Breezes from SE, and clear weather.

December 17th, Moderate Breezes, generally from WNW, and fair weather; Received on board two Months Proviſions of every ſort, except Bread, which cannot be got ready before the 27th.

December

December 18th, Moderate Breezes, variable from W to S, and fair weather; As there was no Spar at *Diego Garcia* to make the *Experiment* a *Main-Boom*, it became neceſſary to convert her into a *Ketch*.

December 19th to 22d, light Breezes, variable from S to SW and WSW, Employed altering the *Experiment's* Sails, &c.

December 23d and 24th, Moderate Breezes from the NW quarter, ſometimes varying to the WNW and NNW, with fair weather.

About 7 PM 24th ſaw *a very bright and large Meteor*, it firſt appeared about 80° high in the NW quarter, and deſcended in that Direction until about 30° high, when it diſappeared, it was viſible for about 5 Seconds, and gave a *light* much *ſuperior* to the *Moon*, and appeared about a *quarter* of *her ſize*.

December 25th D° wind and weather. At 5 P M a *Snow* anchored within the Iſlands.

December 26th, D° wind and weather. A M arrived here the *Drake* and *Morning Star* from *Bombay*, to *withdraw* the Eſtabliſhment: both Veſſels ſaw the above *Meteor*, and were at that time 20 leagues to Weſtward of the *Iſlands*, and it appeared to fall to *Weſtward* of both Veſſels.

ARCHIBALD BLAIR.

To

To this it will be proper to add the firſt part of Lieutenant *Blair's*

REPORT of the PROCEEDINGS of the *Snow Viper* after leaving CHAGOS ISLAND.

In anſwer to a requiſition to *John Richmond Smyth*, Eſq. *Reſident* of *Diego Garcia*, to be permitted to take the neceſſary *route*, to aſcertain the *poſition* of *ſome ſhoals*, which was neceſſary to make the *Survey* of the CHAGOS ARCHIPELAGO more compleat, He conſented, provided it would not deter me from taking the quota of troops intended for the *Viper*, to which I readily agreed; when I received an order to perform that Service; and report to the Honorable Board, on my arrival at Bombay.

January 6th, 1787, At 8 AM weighed, in company with the *Drake*, and worked down the HARBOUR, ahead of her, *againſt* the *flood tide* and a *light breeze* from NW.

At 4 PM being below all the *Shoals*, made ſail and ſtood out of the HARBOUR.

Jan. 12th, Having aſcertained the *Extent* of a *ſhoal* Weſt [a] of *Peros Banhos* and the relative ſituation of the *Speaker's Bank*, I ſtood to the Eaſtward; a Detail [b] of the

[a] Weſt, ſo in *Original*, but it obviouſly ſhould be, SW; *D*

[b] This is not come to England with the *Charts*. *D*

the above will accompany the neceſſary *Charts*, and ſhall be delivered to the Honorable Board, as ſoon as I can finiſh *them*. *This*, and a *former Survey*, will make a *Chart* of the CHAGOS ARCHIPELAGO tolerably compleat, [a] and mark the extent of the *Dangers*, ſo that they may be avoided. By the names of *Baſſas de Chagas*, *Ady*, *Candy*, &c. It has been long the dread of Ships going the *Southern Paſſage* and the deſtruction of ſome; This, in a great meaſure, has been owing to the uncertainty of their Situation, and want of knowledge, or inattention to the effects, of the *NW Currents*, which are conſtant attendants of the ſettled SE winds in thoſe ſeas; my Remarks and Obſervations ſhall be as explicit as I can, in every thing which will be conducive to the ſafety of Ships frequenting thoſe Seas, and particularly for thoſe making the *Southern Paſſage* in the SW Monſoon. [b]

January 13th, At Noon, having run 85 miles Eaſt of the *Speaker's Bank* and, being in Lat. A. 5° 28′ S, I bore away Eaſt, with an intention to run in that parallel, for 4 or 5 degrees, to explore for *Ady*, to corroborate the proof, I have already had, that neither *It*, nor *Candy* exiſt, where they have been laid down in the *Charts*; but on the 14th by a good Obſervation I found we had been ſet 1° to the Northward of my reckoning, and as we were at

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[a] I have formed into *One Chart* Theſe *two* and *That* expreſſing Lieut. *Blair's* Track *round* CHAGOS ISLAND. D

[b] I am ignorant whether Lieut. *Blair's* intentions are to give any further *Remarks* than what follow; perhaps he refers to his *Journal*, not come to England. D

at this time 217 miles to the Eaſtward of the *Speaker's Bank*, I judged that it would have been improper, with ſo many men on board, to have attempted to have regained the Latitude of *Ady*; having no more than a ſufficiency of *Water* for the Paſſage; I therefore reſolved to make the beſt of my way for *Anjengo*.

From the *Speaker's Bank*, to the Longitude of 83° Eaſt, and Lat. 2° 5′ S, we were 9 days, the Wind was generally from SW to NW, but very variable and cloudy, ſqually weather, with much rain; ſome days no Obſervations, and ſeldom good ones. From thence to the *Equinoctial Line*, which we croſſed in Longitude 85° 30′ E. We had baffling light Winds from the Northward, ſometimes varying as far as NW and NE, with frequent hard ſqualls, and heavy rain. From the *Equinoctial Line* we had light breezes, generally from NE, ſometimes varying to North, which made it extremely tedious to gain *Northing*, without going too far to the *Weſtward*, until we got to 4° N Lat. which was on the 1ſt of February, when the Wind veered to NW. By ſeveral good Obſervations of ☾ and ☉, The Variation, and my Watch gaining very faſt, I was convinced we had been ſet above 2° to the *Weſtward*, ſince the 29th of January when the Reckoning and Obſervations agreed pretty near; I therefore ſteered more Northerly, and made the *Land* the 2d February in the Evening, between *Donderhead*

and

and *Point de Gale* as I expected; which proved the Observations good, and the Reckoning 2° Easterly.

OBSERVATIONS by Lieutenant *Archibald Blair*,

Taken at CHAGOS ISLAND or *Diego Garcia*, near *Flag-staff Point.*

13th July, 1786, Long. ♆ Im. of Jupiter's 1st Satellite 72° 24.′ 15.″E
28th Aug. . . D°. . D°. . . . . D°. . . . 72. 20. 0
D°. . . . . D°. . D°. . . . . 2d Satellite 72. 14. 0

Taken on the *Second Island*, from the *Eastward*, of the *Northern Chain* of The TWENY-FOUR ISLANDS or *Peros Banhos.*

18th November, 1786, Long. ♆ Im. of Jupiter's 2d Satellite 72° 03.′ 30.″E

Taken on the SE *Island* of the ELEVEN ISLANDS, or *Governor Boddam's Islands.*

23d November, 1786, Long. ♆ Em. of Jupiter's Satellite 72° 21.′ 0.″E
indifferent.

Diego Garcia bearing WSW, distant 6 leagues.

12th Dec. 1786, Long. ♆ Medium of { 3 of ☾ & ✳ Regulus / 3 . ☾ . ✳ Spica } 72° 52.′ 30.″E